

THE CHINA MAIL.

2

For Sale.

MacEWEN, FRICKEL & Co.
No. 53, Queen's Road East,
(OPPOSITE THE COMMUNICATOR),
ARE NOW LANDING
FROM AMERICA.

CALIFORNIA RACKER COMPANY'S BISCUITS in 5 lb.
tins, and loose.
Soda BISCUITS.
Assorted BISCUITS.

Small HOMINY.
Cracked WHEAT.
OATMEAL.
CORNMEAL.

TOPCAN BUTTER.
Eastern and California CHEESE.
COOKFISH, Boneless.
Pork HAMS and BACON.
Milk Brand Condensed MILK.
Family BEEF in 25 lb. bags.
Beauf Ideal SALMON in 5 lb. cans.
Cutting's Desert FRUITS in 24 lb. cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage
MEAT.
Stuffed PEPPERS.
Assorted SOUPS.

Richardson & Robbin's Celebrated Potted MEATS.

Lunch HAM.
Lamb TONGUES.
Clam CHOWDER.
Fresh OREGON SALMON.
Dried APPLES.
TOMATOES.
SUCCOTASH.
Maple SYRUP.
Golden SYRUP.
LOBSTERS.
OYSTERS.

HONEY.

FAIRBANKS' SCALES.

400 lb. Capacity.
600 lb.
900 lb.
1,200 lb.

AGATE IRON WARE.
INSERTION RUBBER.
TUCK'S PATENT PACKING.

HITCHCOCK HOUSE LAMPS.
PERFECTION STUDENT LAMPS.

LAWN BOWLS.

PNEUMATIC RIFLES.

REVOLVERS.

DERINGER'S.

PAINTS and OILS.

TALLOW and TAR.

VARNISHES.

Ex hato Arrivals from

ENGLAND.

A LARGE ASSORTMENT OF
S T O R E S,
including:

ALMONDS and RAISINS.
FRENCH PLUMS.
TEYNNEAU'S DESSERT FRUITS.
JORDAN ALMONDS.

Fine YORK HAMS.
PICNIC TONGUES.
BREAKFAST TONGUES.
PAPE DE FOIE GRAS.

Digby CHICKS.
Yarmouth BLOATTERS.
Kippered HERRINGS.
Herrings a la SARDINES.

IRISH BACON in tins.
COCONUTINA.
VAN HOUTEN'S COCOA.
EPIC COCOA.

SPARTAN COOKING STOVES.

CLARETS—

CHATEAU MARGAUX.
CHATEAU LA TOUR, pints & quarts.

123. GRAVES.

BREAKFAST CLARET,

SHERRIES & PORT—

SACONE'S MANZANILLA & AMON-

TILLIO.

SACONE'S OLD INVALID PORT

(1848).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—

1 and 3-star HENNESSY'S BRANDY.

GOUVERNOR'S BRANDY.

DEVEREUX'S BOURBON WHISKY.

KIRKLAND'S LIQUOR.

ROYAL GLENLEE WHISKY.

BOOD'S OLD TOM.

E. & J. BURKE'S IRISH WHISKY.

ROW'S LIME JUICE CORDIAL.

NOILLY PRAT & Co.'s VERMOUTH.

JAMISON'S WHISKY.

MARSALA.

EASTERN CIDER.

CHARTREUSE.

MARASCHINO.

CURACAO.

ANGOSTURA, BOKEL's and ORANGE

BITTERS.

&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. &
J. BURKE, pints and quarts.

draught ALE and PORTER, by the
Gallon.

ALE and PORTER, in hogheads.

SPECIALLY SELECTED

O I G A R S .

Nine New Seaman's CUMSHAW TEA, in
5 catty Boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIRE-PROOF
SAFES, CASH and PAPER
BOXES, at Manufacturer's Prices.

Hongkong, June 14, 1884.

981

To-day's Advertisements.

THE AUSTRALASIA, CHINA, JAPAN
AND STRAITS STEAMSHIP COM-
PANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
VIA SINGAPORE.

(Calling at PORT DARWIN, QUEEN'S
LAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND
and TASMANIAN PORTS, NEW
CALEDONIA and FIJI.)

The Departure of the
Steamship
Nerinx,

Captain THOM, as above,
is POSTPONED until TO-MORROW, the
9th Instant, at 4 p.m., owing to the in-
demnity of the weather.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, July 8, 1884. 1124

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCHOW,
The Co.'s Steamship
Nerinx.

Captain NERINX will be
despatched for the above
Ports on THURSDAY, the 10th Instant, at
Noon, instead of as previously advised.

For Freight or Passage, apply to
DOUGLAS LAPRAK & Co.,
General Managers.

Hongkong, July 8, 1884. 1127

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship
Emeraldia,

Captain HITCHINS, will be
despatched for the above
Port on THURSDAY, 10th Inst., at 5 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, July 8, 1884. 1122

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

The Co.'s Steamship
Tuscania,

Captain DAVIDES, will be
despatched for the above
Ports on TUESDAY, the 15th Instant, at
3 p.m.

This Steamer has superior First-class
Passenger Accommodation specially con-
structed to meet the requirements of tropical
climates.

For Freight or Passage, apply to
JARDINE, MATHERSON & Co.,
General Managers.

Hongkong, July 8, 1884. 1120

FOR SINGAPORE, PENANG AND
CALCUTTA.

The Steamer
Arabian Spear,
Capt. A. B. MACFARLISH,
will be despatched for the above
Ports on SATURDAY, the 19th Instant,
at 3 p.m.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, July 8, 1884. 1124

STORAGE.

THE Undersigned are prepared, from this
date, to take GOODS on STORAGE
in their Office GODOWNS, Praya Central.

RUSSELL & Co.

Hongkong, July 8, 1884. 1126

Vessels Advertised as Loading.

Destination.

Vessels.

Captain.

Agents.

Date of Leaving.

THE CHINA MAIL.

has been much injured and 80 feet of the Bathurst canal have been destroyed, which has caused much distress amongst the inhabitants of the eastern portion of the town. The flood has done some good, however, for it is stated that it has "washed the island and cleaned the rivers." As the drainage system is very defective, and the stagnant waters very dangerous to health, it is thought that the floods will eventually benefit the public health. The fevers so prevalent in the island are due to the defective drainage, and they are said to keep away many visitors from the island. The official statement of the rainfall for 12 hours during the flood says that 11.25 inches fell, being at the rate of nearly one inch per hour, and although this was the average, there can be little doubt that during some hours this rate was doubled. On one estate the crop and the yard of the sugar house received 15 feet in depth. The police are much praised for their prompt action in saving life and property. Some damage was done to the shipping, and one schooner, laden with wire, sank at her moorings.

Railways in China.
(Continued.)

It may now be considered as certain that the Chinese Government has at last given way and that it is prepared to sanction or principle the construction of Railways. The event has given rise, as was to be expected, to proofs of rejoicing on all hands, and no doubt it is the most important step in advance that has yet been made in modern China. But now that the first jubilation is over, it may be well to look round and see after all how far we have got. There is a tendency on the part of many to make out that the whole thing is done now that the Government has given its consent, and that it is merely a question of time before we shall see China covered with its trunk lines and its branch lines from Mongolia to Canton. Look, they tell us, how quickly telegraph lines are being run up; in a very short time no town of importance will be outside of the telegraphic circle, and so it will be with Railways. I do not wish to cast a damper on these pleasant prognostications, but there are various circumstances that lead me to take a more prosaic view of the facts, and indeed to believe that, so far from being within sight of the goal, China has barely yet commenced to run, the Imperial fiat not withstanding.

In the first place there is all the difference in the world between a telegraph line and a railway, though we usually associate them together, in regard to cost. A line of telegraph can be run up for a mere bagatelle and interfere with nobody. Railways, even now a days, cost in England as much as £9,000 to £10,000 a mile for a single line of rails, and, though in China there is all the advantage of cheap labour and cheap land, there is on the other hand the extra cost of transport and the extra expenditure of skilled European supervision, so that the cost cannot be calculated at less than the former of these sums, which indeed was about what the Woosung experiment cost. The expense of building even the short line from Taku to Tungchow, a distance of say 100 miles, would amount therefore to the sum of nearly a million sterling, while either of the trunk lines which have been spoken of, say from Tientsin to Chinkiang or Peking, would cost probably from £10,000,000 to £15,000,000.

The question then arises—where is the money to come from; and I may answer without hesitation certainly not from China. The first short section, which will probably be from Taku to Tientsin, will no doubt be made with native capital. The officials promoting the scheme, Li Hung-cheng, Liu Ming-chuan, and others, perhaps see their way so far. And I may remark, in passing, it will be of the utmost moment to get a beginning made so far, even if no more progress should be made for years. It will be very much easier to push on further development by degrees when once the working of a line, any line, is accomplished.

But for all subsequent extension of my importance foreign capital must be used. Now there is no dearth abundance of foreign capital ready to be employed, the owners of which would be only too glad to lend it to China for such purposes. But it does not follow that they are ready to chuck it at her for the asking. They will naturally say—what security can you offer for the repayment and what interest will you pay in the meantime? There are difficulties of this nature looming ahead which force me to think that we are yet a long way from anything like a general system of railways in China.

Assuming that the Government is not only willing but desirous that railways should forthwith be taken in hand, there are two ways in which they might set about it. They might give concessions to foreign capitalists, or they might themselves borrow money and have the lines constructed as Government property. The only third alternative would be to grant a concession to a purely native company, but this, except for such a short line as that between Tientsin and Peking, it may be taken for granted would be doomed to failure. It would be quite impossible for any native company to borrow from foreigners, because they could give no sort of security that would be deemed worth acceptance, and equally impossible for them to raise any considerable capital in the country itself, because, apart from the question of security, the money is positively not to be spared. Of the two feasible plans, the first, namely, the giving a concession to a foreign syndicate, would, I believe, be the most economical. There need be no difficulty about it, provided the Government are willing. The foreign association would require to be guaranteed the working of the line for a certain number

of years at such and such rates of tariff, the Government on the other hand having the right to purchase it at the close of the term at a stipulated price—either par value or otherwise as might be agreed upon. In this way the line would be built under foreign supervision, and without undue waste either in squeezes and commissions or from mismanagement and inexperience. The country would have the benefit of the improved traffic, the foreign shareholders would get their profits on the working, and the Government would finally become Swatow specially, for my remarks have been intended to apply to it as fully as to the work more immediately next to us. I may mention that the works at Swatow are in splendid order and running well, the purpose for which they were erected to our satisfaction. I should rather, gentlemen, that there is not at present occasion for the publication of these references in this Column, although I regard it as certain that the China sugar Refinery will have the future before it which in the past been working energetically to acquire (Applause). I do not think that there is anything further for me to say. Gentlemen, there is any question you would like to have answered, or any information that I have failed to give which you may wish to obtain I shall be very happy to give it to you, if possible.

This was all the business, and the meeting adjourned.

LUZON SUGAR REFINING COMPANY.

A meeting of the shareholders in the Luzon Sugar Refining Company, Limited, was held in the office of Messrs. Jardine, Matheson & Co., the General Agents of the Company, this forenoon. Those present were the Hon. F. Kewell (Chairman); the Hon. F. D. Sisson; D. Gillies (Consulting Committee), W. Legge, W. M. Morgan, A. G. Stokes, J. Bell Irving, K. MacLean, R. C. Cox, O. S. Taylor and H. C. MacLean.

The notice calling the meeting was read by Mr. MacLean.

The Chairman said:—The Company's Articles of Association, gentlemen, make no provision for an interim dividend and the Company being fortunately in a position now to pay an interim dividend, it has been thought desirable that an amendment should be made, and with that view this resolution of which notice has been given, has been prepared, and I beg to move that at the end of Rule 117 of the Articles of Association, the following words be added:—"Provided always that the General Agents and Consulting Committee may in their absolute discretion at any time or times and from time to time declare and pay to the Shareholders an interim Dividend of such amount as they may determine to be a fairer. In the long run, I doubt not, both country and Government would be gainers, but in the present hand to mouth condition of the latter this cannot but be a consideration. The best we can hope for is that a beginning will be made, and that as matters improve the system will be gradually extended. I should much like to see Canton and Peking in direct communication, but I fear we must wait a considerable time yet."

Mr. Stokes seconded, and the motion was carried.

The Chairman said:—It will be necessary in order to confirm this resolution to have a meeting 14 days hence, notice of which will be given.

He then said:—I am happy to inform you, gentlemen, with regard to the Luzon Refinery and I take this opportunity of doing so when we have met, that the result of the working up to the 30th of June quite equals the expectations that we formed of it when I last had the pleasure of addressing you. We have paid off the indebtedness that existed at that time, and we estimate that there will be, after every liability has been met, a sum of about \$32,000 at credit. Of course, this amount is estimated, as we only make up the books annually; but we know that this estimate is correct, and I think that with this resolution which you have just passed, has become law, we shall be in a position to declare a dividend of 5 per cent. for the half year. That will leave \$21,000 and leave a respectable balance to be carried forward to the end of the year. The prospects of the concern are just what they were. I cannot say they are better except inasmuch as we shall have our water supply at a much less cost than before. The means of conveying it to the factory are nearly completed, and we shall have the charcoal in course of time, and with it the prospects will greatly improve with hope. The position is apparently a sound and good one, and I have no doubt that the result which is shown at the end of the half year will be considered satisfactory (Applause).

I shall be happy to answer any question if any gentleman wishes information about any part of the working.

No questions were asked, and the Chairman closed the meeting by saying he should be happy to again meet those present a fortnight hence.

SUPREME COURT.

IN SUMMARY JURISDICTION.
(Before the Hon. J. Russell, Acting Chief Justice.)

Tuesday, July 8.

J. M. GUESDE & J. D. HUMPHREYS.—\$466.

Mr. Caldwell appeared for the plaintiff, and Mr. Wotton for the defendant.

When this case was called this morning, the plaintiff was not present, but his representative, Mr. Caldwell, said he understood that this case was not to be tried.

The Chairman then proposed the adoption of the Resolution.

Mr. Kerfoot Hughes seconded, and the motion was carried.

The Chairman then said:—Fourteen days ago, a meeting similar to this will be held in order to confirm the resolution which you have passed just now.

Continuing his said:—Gentlemen, I have the means of availing myself of this opportunity to make you acquainted with the present position of the Company and to inform you that the new refinery has faced during the last six months. I shall make my statement brief but as plain and full as circumstances will admit of my making it. You are aware, gentlemen, with what considerable apprehension the opening of the new refinery, possessing every known improvement, was viewed, and how it was feared that the new opposition in addition to the competition already existing would make sugar refining unprofitable. The great decline in the value of the Company's shares disclosed the investing public's opinion on the question. Well, we have had some months' experience of the effect of the opposition, and the conclusion I have come to is that there is not room for profitable working of three refineries. I see no reason to doubt this conclusion; I view it as an indisputable fact, and have no regard for it. They might give concessions to foreign capitalists, or they might themselves borrow money and have the lines constructed as Government property. The only third alternative would be to grant a concession to a purely native company, but this, except for such a short line as that between Tientsin and Peking, it may be taken for granted would be doomed to failure. It would be quite impossible for any native company to borrow from foreigners, because they could not be spared. Of the two feasible plans, the first, namely, the giving a concession to a foreign syndicate, would, I believe, be the most economical. There need be no difficulty about it, provided the Government are willing. The foreign association would require to be guaranteed the working of the line for a certain number

of years at such rates of tariff, the Government on the other hand having the right to purchase it at the close of the term at a stipulated price—either par value or otherwise as might be agreed upon. In this way the line would be built under foreign supervision, and without undue waste either in squeezes and commissions or from mismanagement and inexperience. The country would have the benefit of the improved traffic, the foreign shareholders would get their profits on the working, and the Government would finally become Swatow specially, for my remarks have been intended to apply to it as fully as to the work more immediately next to us. I may mention that the works at Swatow are in splendid order and running well, the purpose for which they were erected to our satisfaction. I should rather, gentlemen, that there is not at present occasion for the publication of these references in this Column, although I regard it as certain that the China sugar Refinery will have the future before it which in the past been working energetically to acquire (Applause). I do not think that there is anything further for me to say. Gentlemen, there is any question you would like to have answered, or any information that I have failed to give which you may wish to obtain I shall be very happy to give it to you, if possible.

This was all the business, and the meeting adjourned.

Mr. Guesde said he was an auctioneer and agent, and in 1884 he was instructed by Mr. Humphreys and Mr. Neate to sell spare land in Bonham's Road, consisting of 296,222 square feet of inland lot No. 609, at 4 cents per square foot. He did not remember the month he was instructed. Mr. Humphreys asked what his terms were, and witness replied his commission was one per cent. No one was present when this conversation took place. He was not able to call in Mr. Wootton, who was a part proprietor, and Mr. Humphreys added the value of property was £1,000, and that witness must get his share. Mr. Wootton, in August and September said he would not sell for less than ten cents per square foot. Witness was not able to get a price for the result. He had the plan of the property. His commission

was usually one per cent, and this he received from the seller. There was nothing paid to him at the first meeting or afterwards without witness only receiving his commission if the contract was completed. He sold the ground on the 11th September, 1881, to Mr. Choy Yik Shan, with Mr. Humphreys' consent for 8 cents per foot. The agreement was written out and signed by Mr. Humphreys in his drawing room. Choy Yik Shan was present. The agreement was signed at the time, and either \$1,000 or \$2,000, bargain money paid. Agreement shown was the one witness signed a witness for Choy Yik Shan, Mr. Wootton signing as Mr. Humphreys' witness. It was drawn out eight o'clock in the evening. Mr. Humphreys' return. He knew that the Chinaman did not complete his contract, but he did not know how much Mr. Humphreys received. His commission was payable immediately after the sale. That was in September 1881. He could have sent in his account before 1883 if he had wished to do so. His charges for commission were £100. It was agreed that the transaction was completed. He had always found Mr. Humphreys' return, all the greatest schools, are in the country. They are regular little towns, with parks or fields around them instead of courtyards. London possesses only five of these institutions: St. Paul's, Westminster, Christ's Hospital, Merchant Taylors, and City of London School, and among the first name of these is to be transplanted and grow in an immense piece of ground in the suburbs.

A head-master, in spite of his five or six thousand a year salary, is not an inaccessible potentate; quite the contrary, he knows personally every pupil. All those are familiar to him. And not only the fees, either, for young boys are still called in English schools; it is one of the privileges of the head-master; every unruly boy is taken to him to receive this chastisement. M. Taine makes the observation that no head-master of a French lycée would lower himself so far as to whip a pupil. That is all very well; but the English are practical before everything. By expelling a boy for the least infraction of discipline, as is done in France, you blight his future. Here, he goes two or three strokes of the birch, and there is no more said about it; it is part of our daily discipline. The boy may not boast of it, but neither will he consider himself disgraced; the teacher generally takes back the good grace of his master and continues his studies as if nothing had happened.

In the public schools, no routine or advancement according to seniority—that notion offered to stupidity in France. When a pupil gets too advanced for his class, the head-master promotes him to a higher one. In six forms, which correspond to our classes de révolution, you will sometimes find boys of fourteen or even thirteen. In France, they're students of higher mathematics who do not know their first book of Euclid. Philologists who do not know their declensions. Here, each class is composed of twenty-five to thirty boys, no more. They all have to be attentive, and all profit by the lesson given by the master, because he can give every boy individual attention.

The classic French lycées are composed

of ten pupils of extraordinary capacities,

who are prepared for the grand concours de Sciences.

There is about two hundred who follow

lectures anywhere, and of fifty poor

boys, neglected, forgotten ones, who learn

nothing like a bird in June; now sunk to the

wall of cracked blossom; now like little

snails over oneself, self-control, that evidently English virtue, is the quality most essential to a schoolmaster. I know more

less enviable than the position of a

master who cannot make himself

called schoolboys; it must in the long run

produce disastrous effects upon the brain.

I read the other day, in a newspaper, that

a pupil had by his insolence and sarcasm

driven his master to shoot himself. I

should have shot the young rascal, I know.

Mr. Humphreys is four times more than

your account against me. I shall be glad

to write off accounts with you instead of

waiting for Mr. Humphreys' arrival. What

ever medicine I may get at your place from

this date is on a new account.

Witness was willing to try quite over the accounts he

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THE CHINA MAIL.

[No. 659.—JULY 8, 1884.]

Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MARSEILLES, MALTA, GIHALTAKE,
BRINDISI, TRIESTE, VENICE,
AND LONDON;
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—*Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.*

THE PENSULAR AND ORIENTAL STEAM NAVIGATION COMPANY's Steamship AVONSETT Captain G. W. Brady, with Her Majesty's Mail will be despatched from the LONDON direct, via SUEZ CANAL and usual Ports of Call, on THURSDAY, the 17th July, at 4 p.m. Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

For further Particulars, regarding FREIGHT and PASSAGE, apply to the PENSULAR & ORIENTAL STEAM NAVIGATION COMPANY's Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

N.B.—This Steamer takes Cargo and Passengers for MASCELLAS.

A. McIVER, Superintendent.

Hongkong, July 7, 1884. 1117

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF NEW YORK will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 23rd instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to Atlantic and inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Del Norte, and ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders available for one year, will be issued at a discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. on the 22nd instant. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of same is required.

General Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

F. E. FOSTER,
Agent.

Hongkong, July 2, 1884. 1096

INSURANCES.

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.

Hongkong, November 5, 1883. 858

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £100,000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

NORTH-BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurance as follows:

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double trouble, &c., as the case may be, such papers or parcels of paper may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except book fold Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as are written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

3. The limits of weight allowed are as follows:

Books and Papers—to British Offices, 5 lbs.; to the Continent, &c., 4 lbs.

Patterns—to British Offices, 5 lbs., if without intrinsic value; to the Continent, &c., 4 oz.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of £10, in certain cases, provided:

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it was lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition.

LEGALISED TAFFIE OF FEES FOR CHAUS, CHAIN-BREAKERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats. Half hours, ... 10 cts. Hours, ... 20 cts. Three hours, ... 50 cts. Six hours, ... 70 cts. Day (from 6 to 6), ... One Dollar.

TO VICTORIA PEAK.

Single Trip.

Four Coolies, ... \$1.00

Three Coolies, ... 85

Two Coolies, ... 70

Return (direct or by Pak-fu Lam).

Four Coolies, ... \$1.50

Three Coolies, ... 1.20

Two Coolies, ... 1.00

TO VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT.)

Single Trip.

Four Coolies, ... \$0.60

Three Coolies, ... 50

Two Coolies, ... 40

Return (direct or by Pak-fu Lam).

Four Coolies, ... \$1.00

Three Coolies, ... 85

Two Coolies, ... 70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip 1 Peak, ... \$0.75 each Coolie, (12 hours) J Cap., ... \$0.50 each Coolie.

Jinrikisha.

Quarter of an hour or less, ... 5 cts.

Half an hour, ... 10

One hour, ... 15

Three hours, ... 25

One day (12 hours), ... 50

Per trip to Shaukiwan or Pokfulam, from the centre of the Town, ... 20

Return, ... 35

Per trip to Aberdeen, from the centre of the Town, ... 25

Return, ... 40

If an Extra Coolie is employed, there will be an addition of half the above scale to pay. Nothing in this scale prevents private agreements.

Licensed Drawers (each).

Hour, ... 10 cents.

Half day, ... 35 cents.

Day, ... 50 cents.

BOAT AND COOKE BOAT.

BOATS.

1st Class Cargo Boat of 8 or 900

picks, per Day, ... \$3.00

1st Class Cargo Boat of 8 or 900

picks, per Load, ... 2.00

2nd Class Cargo Boat of 600

picks, per Day, ... 2.50

2nd Class Cargo Boat of 600

picks, per Load, ... 1.75

3rd Class Cargo Boat or Ha-kau Boat of

300 picks, per Day, ... 1.50

3rd Class Cargo Boat or Ha-kau Boat of

300 picks, per Load, ... 1.00

3rd Class Cargo Boat or Ha-kau Boat of

300 picks, Half Day, ... 50

Scamps.

Scale of Hire for Street Coolies.

One Day, ... 33 cents.

Half Day, ... 20

Three Hours, ... 12

One Hour, ... 5

Half Hour, ... 3

Nothing in the above Scale to affect private agreements.

SILVER COOLES.

Scale of Hire for Street Coolies.

One Day, ... 33 cents.

Half Day, ... 20

Three Hours, ... 12

One Hour, ... 5

Half Hour, ... 3

Nothing in the above Scale to affect private agreements.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to the P. & O. Co.'s Factory.
3. From P. & O. Co.'s Factory to the Harbour Master's Office.
4. From Harbour Master's Office to Pedder's Wharf.
5. From Pedder's Wharf to the Naval Yard.
6. From Naval Yard to the Pier.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to the P. & O. Co.'s Factory.
3. From P. & O. Co.'s Factory to the Harbour Master's Office.
4. From Harbour Master's Office to Pedder's Wharf.
5. From Pedder's Wharf to the Naval Yard.
6. From Naval Yard to the Pier.
7. From Naval Yard to the Pier.
8. From Pier to East Point.